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COUNTRY	Rast Germany	DATE DISTR.	22 June 1954
SUBJECT	Information on VEB Schiffbau, Projekt und Konstruktionsbuero Berlin	NO. OF PAGES	2 25X1
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- The 1954 work schedule for the VB Schifften, Projekt. and Konstructionsbuero Berlin (Perlin Designs Cifice for Shipbuilding) included the designing of a 5,000 GRT ore-certier for the USDR, a tenk drifter for the USDR, an inland desireaker for East Germany, the designing of a 500-ho icebreaker for Poland, a school vessel (drifter) for East Germany, a passenger vessel (drifter type) for East Germany, suggestions for alterations to the 200-ton floating dock for the USSR, the preparation of a general plan for a 15-ton floating crane for the USSR and the checking of the drawings of the 50-ton floating crane pontoon for the USSR. The order placed by the Sea Police for a 10-mater speed to the was withdrawn on 12 Merch 1954. The project was 70 percent complete.
- Track drifters. The office had been ordered to prepare the designs for a tank drifter for the USSR by 15 Merch 1954. The target date for the project was met, and the designs were submitted to the Soviet sea register (sie) for approval. The first ship was scheduled to be laid on the stocks irrediately after the approval had been given and was to be completed to 15 Merch 1954. In the design of the lines and shapes of the tack drifters were of the conventional decign of drifters, the only difference being that their midship sections were 3 meters longer than those of the standard drifters. The first teach of 12 secess was planned to be built at the Volkswerft Stralsund.

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- 4. Inland icebreaker for East Gorrany. In mid-March 1954, work on the technical designs was started and the preliminary project was completed and submitted for approval. This inland icebreaker will be 30 neters long.
- 5. 500 hp icebreeker for Folend. Work on the technical designs for the preliminary project was started. Ork on the preliminary project which had started about two years ago at the former Karlshorst designs office, was resumed by the Foles after a long period of interruption and after various changes had been made.

Comment. The fete of the project for a 5,000-CRT ore-cerrier is characteristic of the wavering of the Soviets with regard to their ship-building plans. The original orders laid down a speed of 10 knots. After an enormous amount of work had been spent, the speed of this slife was ordered to be increased to 14.5 knots, which virtually required a new design.

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